

Title 428 — BOARD OF PUBLIC ROADS CLASSIFICATIONS AND STANDARDS

Chapter 1 — Procedures for Classifications

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Specific Criteria for the Functional Classification of Rural Highways and Municipal Streets

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001 SPECIFIC CRITERIA FOR THE FUNCTIONAL CLASSIFICATION OF RURAL HIGHWAYS

001.01 INTERSTATE - shall consist of the federally designated National System of Interstate and Defense Highways.

001.02 EXPRESSWAY - shall consist of a group of highways following major traffic desires in Nebraska which rank next in importance to the National System of Interstate and Defense Highways. The expressway system is one which ultimately should be developed to multilane divided highway standards.

SPECIFIC CRITERIA

1. Serve corridor movements having trip length and travel density characteristics indicative of substantial state-wide or interstate travel (Expressway plans of adjoining states to receive careful consideration) which are not handled by the Interstate.
2. Serve all, or virtually all, cities of ten thousand and over population which are not served by the Interstate. [The term "serve" for the expressway system is defined as coming within twenty-five miles of the center of the city via a major arterial].
3. The Expressways in conjunction with the Continuous Major Arterials be spaced so that all developed areas of the State are within a reasonable distance of an Expressway or Arterial highway.
4. Selection between two or more routes to satisfy a particular *desire line* assignment will be made on the basis of:
 - A. The route with the higher traffic volume.
 - B. The most direct route
 - C. The route with the highest standards and best condition
 - D. Only one assignment per *desire line*
 - E. Make maximum use of routes previously selected
 - F. There must be little or no adverse travel
 - G. Routes should be interconnected in a continuous system

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5. The total number of miles in the Interstate and Expressway Systems shall be limited as shown in Table 1.

001.03 MAJOR ARTERIAL - shall consist of the balance of routes which serve major statewide interests for highway transportation. This system is characterized by high speed, relatively long-distance travel patterns.

SPECIFIC CRITERIA

1. Link cities, towns, and other traffic generators that are capable of attracting travel over long distances and form an integrated network with higher systems to provide interstate and inter-county service.
2. Serve all cities of one thousand and over population which are not served by higher systems with an integrated network without stub connections except where geographic or traffic flow conditions dictate otherwise (landlocked cities having travel desire lines in one direction only). The major arterial system shall also provide "connecting links between the interstate and the nearest existing state highway system in rural areas" if such service is not provided by higher systems. [The term "serve" for the major arterial system is defined as either penetrating or touching the corporate limits of the city or village].
3. Be spaced at such intervals, consistent with population density, so that all developed areas of the State are within a reasonable distance of an arterial highway. Such routes (characteristics listed in 1, 2 and 3 above) will be subclassified as CONTINUOUS MAJOR ARTERIALS and constitute routes whose design should be expected to provide for relative high overall travel speeds, with minimum interference to through movement.
4. Serve every incorporated municipality of one hundred and over population and the major recreational areas of the state, which are not served by higher systems, with stub or spur connections. Such routes will be subclassified as NONCONTINUOUS MAJOR ARTERIALS. [The term "serve" for the major arterial system is defined as either penetrating or touching the corporate limits of the city or village].
5. The total number of miles in the Interstate, Expressway and Major Arterial Systems shall be limited as shown in Table 1.

001.04 OTHER ARTERIAL - shall consist of a group of highways of less importance as through-travel routes which would serve places of smaller population and smaller recreation areas not served by the higher systems. The Other Arterial system should then be selected on the basis of the following criteria.

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SPECIFIC CRITERIA

1. Intercommunity connections - Small municipalities, rural communities, and centers of commerce such as elevators and railyards should be connected to each other and to the higher systems.
2. Recreational connections - Parks, reservoirs, forests, reservations and other recreation areas of statewide interest should be served by this system (if not on higher systems).
3. Important traffic connections - Routes which carry traffic volumes for longer trip lengths than the next lower level (collector) highways should be on the system.
4. County lines - The location of other arterial routes should be coordinated at county lines to form an integrated system. They may, however, collect travel from two or more collector or local roads on one end and carry it to equal or higher systems at the other end, thus creating the possibility of a classification change at county or State lines.
5. Spacing - See Figures 1 and 2.
6. Mileage limitation - See Collector.

001.05 COLLECTOR - shall consist of a group of highways which pick up traffic from many local or land-service roads and carry it to community centers or to the arterial systems. They are the main school bus routes, mail routes, and farm-to-market routes.

SPECIFIC CRITERIA

1. All community centers and agricultural activity centers not on higher systems should be connected with each other and connected with the higher systems by a collector road.
2. Clustered residents who are at considerable distances from the previous selected systems should be served.
3. Spacing should be at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. The spacing recommended is shown in Figure 2.
4. The total number of miles in the Other Arterial and Collector Systems shall be limited as shown in Table 1.

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5. The location of collector routes should be coordinated at county lines to form an integrated system.

001.06 LOCAL - shall consist of all remaining rural roads, except minimum maintenance roads.

SPECIFIC CRITERIA

1. Shall serve all occupied residences with connection to another local or higher system classification.
2. Shall serve all cemeteries, parks, wildlife management areas or other rural areas with a connection to another local or higher system classification.
3. Shall serve all school bus and mail routes not served by a higher system.
4. Shall be so spaced as to avoid considerable extra travel or normal travel over minimum maintenance roads.

001.07 MINIMUM MAINTENNACE - shall consist of roads used occasionally by a limited number of people as alternative access roads for areas served primarily by local, collector, or arterial roads or roads which are the principal access roads to agricultural lands for farm machinery and farm trucks, and which are not primarily used by passenger or commercial vehicles and are not intended for school bus or mail routes.

SPECIFIC CRITERIA

1. Shall serve existing property owners so no existing property shall be land locked.
2. Shall provide for travel during normal weather, shall not require snow removal or roadway mowing *except to prevent hazard*.
3. Minimum maintenance roads may be earth or turf covered.
4. County line coordination - minimum maintenance roads should not stub at a county line.
5. May not be the only access to an occupied dwelling - a minimum maintenance road shall be reclassified to local or a higher functional classification whenever an existing dwelling or newly constructed dwelling becomes occupied.

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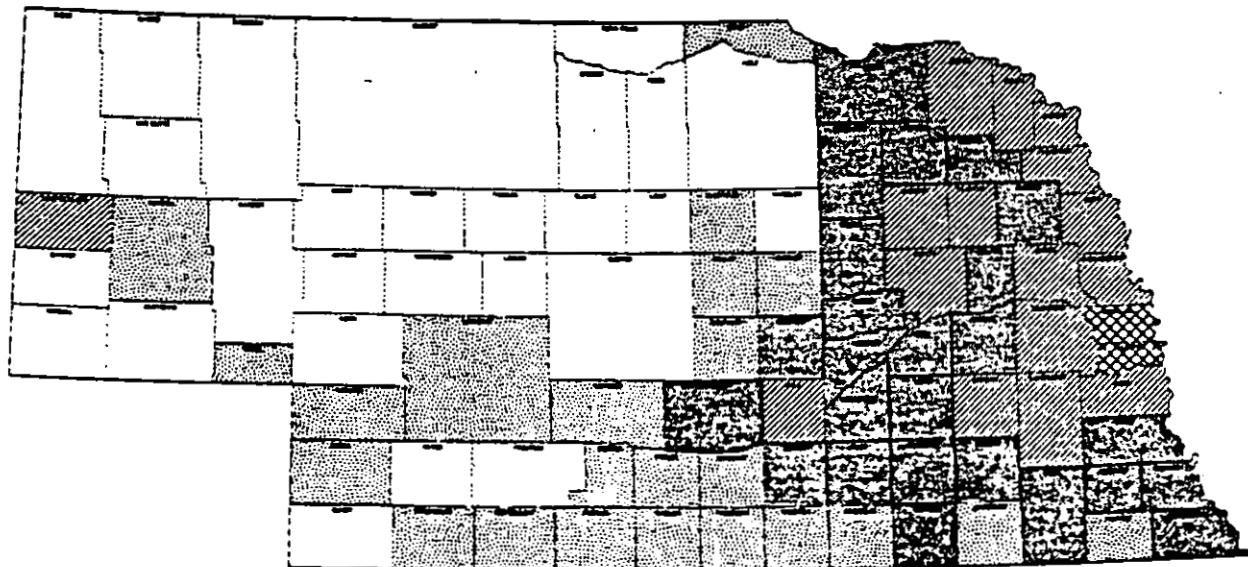
TABLE 1			
PROPOSED ALLOWABLE MILEAGE FUNCTIONAL CLASSIFICATION GROUPS			
Rural Systems	%	Miles	Probable Mileage
Interstate plus Expressway	3 Max.	2,762	482)) 864 382)
Interstate plus Expressway plus Major Arterials		*10,000 Max.	482)) 9,963 382)) 9,099)
Other Arterials plus Collector	20 - 25	18,410 - 23,012	10,237)) 21,374 11,137)
Remaining Local and Minimum Maintenance			64,798
* The intention of this maximum allowance is to limit the State Highway System to 10,000 miles (including rural and municipal mileage).			

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FIGURE 1

POPULATION DENSITIES USED IN SPACING CRITERIA FOR RURAL
OTHER ARTERIALS AND COLLECTORS IN EACH COUNTY
(1980 CENSUS)



POPULATION (SQ. MI.)

0-4	4-10	10-15	15-33	33+

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FIGURE 2

MAXIMUM SPACING CRITERIA FOR COMBINATION
OF OTHER ARTERIALS & COLLECTORS

